

9... C... C. C. C. C. C.

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U1

Fig. 1A.

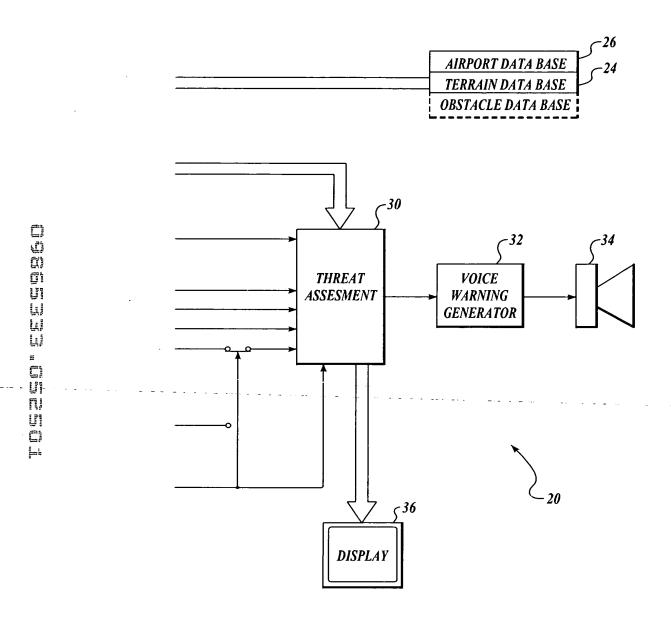
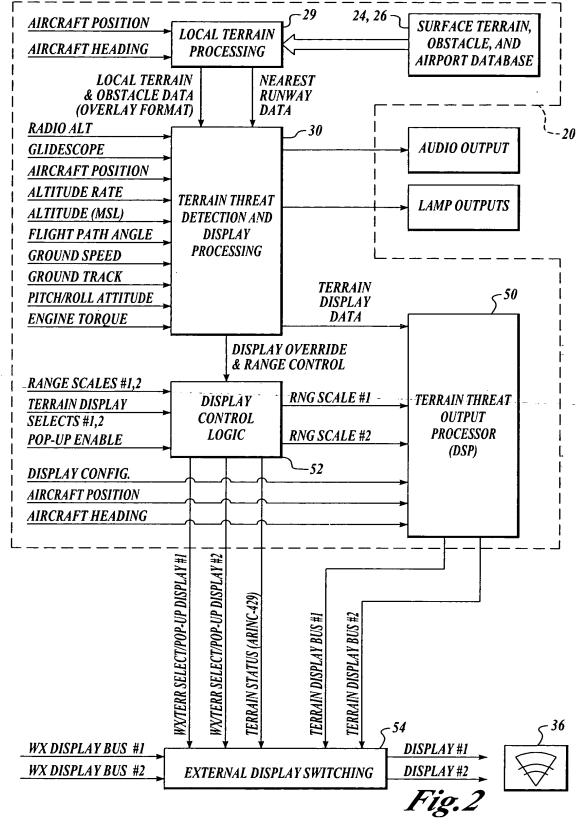


Fig.1B.



MODE I EXCESSIVE DESCENT RATE "SINKRATE" "PULL UP!"

MODE 2

EXCESSIVE TERRAIN

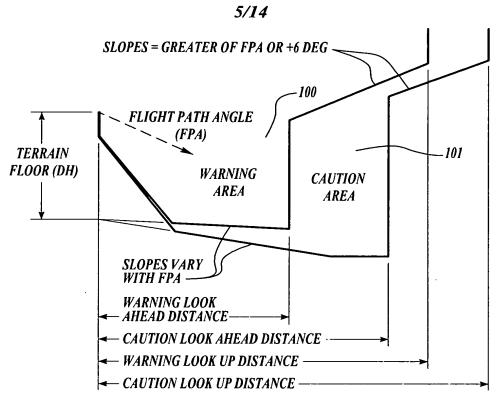
CLOSURE RATE
"TERRAIN... TERRAIN"
"PULL UP!"

MODE 6
AUTOROTATION
ALTITUDE CALL-OUTS
"...ONE HUNDRED..."
BANK ANGLE
"BANK ANGLE"
TAIL STRIKE
"TAIL TOO LOW"

MODE 3
SINK AFTER TAKEOFF
"DON'T SINK"

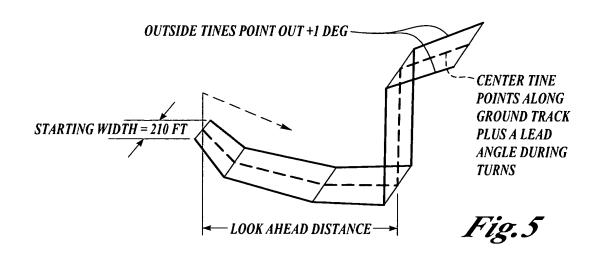
MODE 5
EXCESSIVE DEVIATION
BELOW GLIDESLOPE
"GLIDESLOPE"

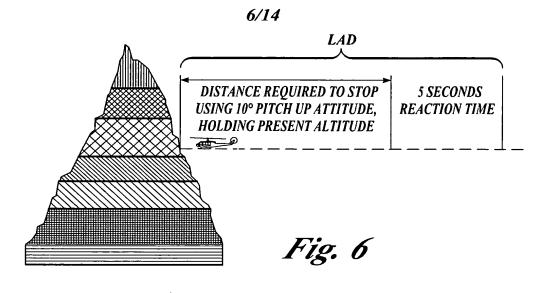
MODE 4
TOO CLOSE TO TERRAIN
"TOO LOW - TERRAIN"
"TOO LOW -GEAR"

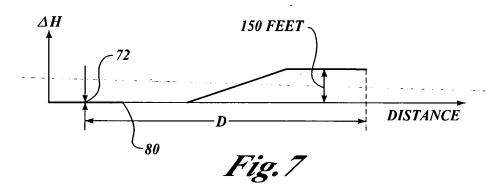


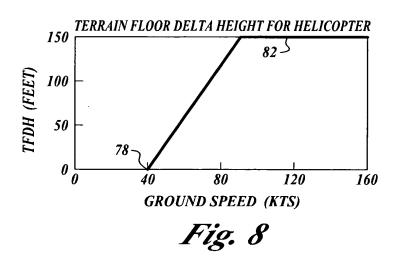
LOOK AHEAD DISTANCES VARY WITH GROUND SPEED AND DISTANCE TO RUNWAY TERRAIN FLOOR VARIES WITH DISTANCE TO RUNWAY

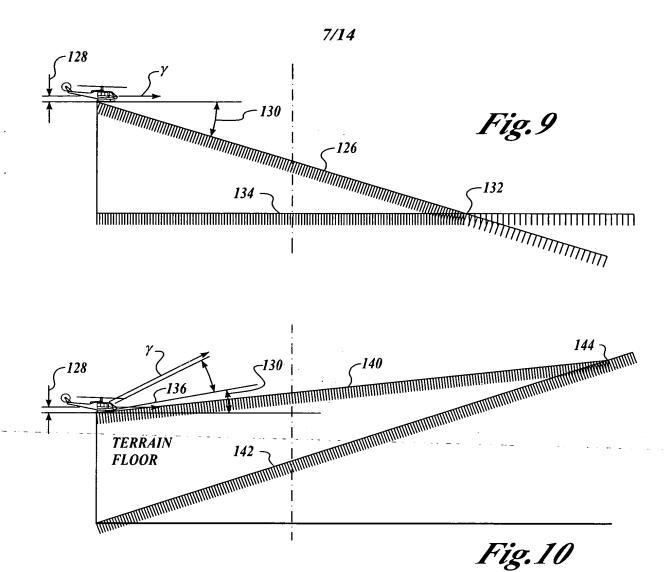
Fig.4

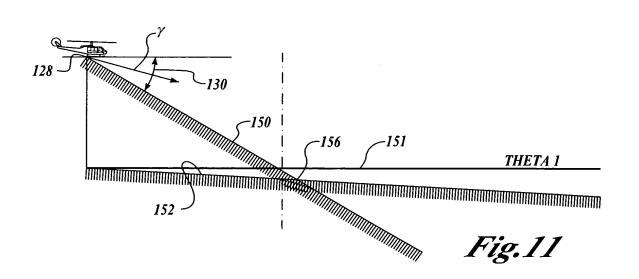












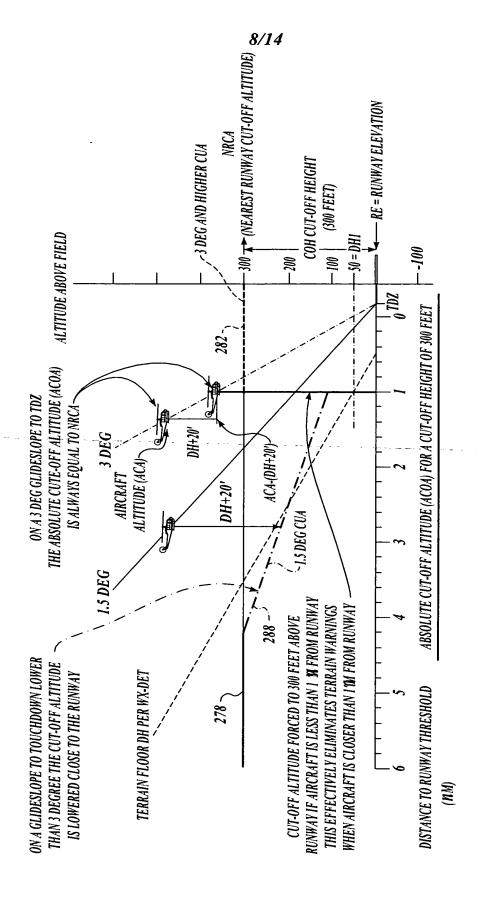
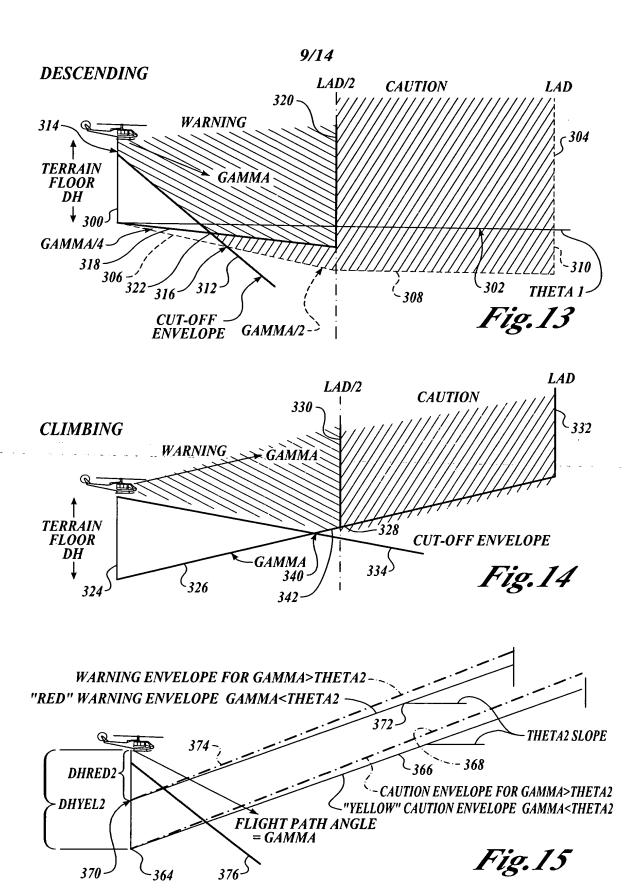
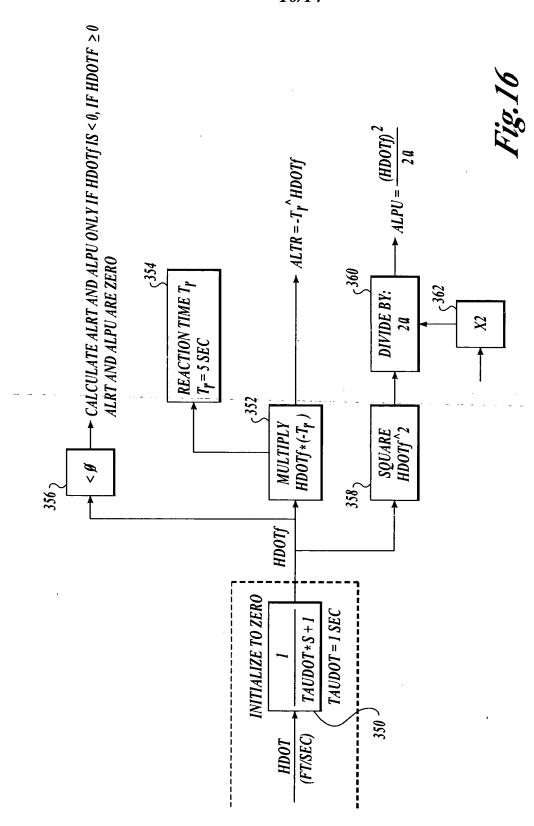
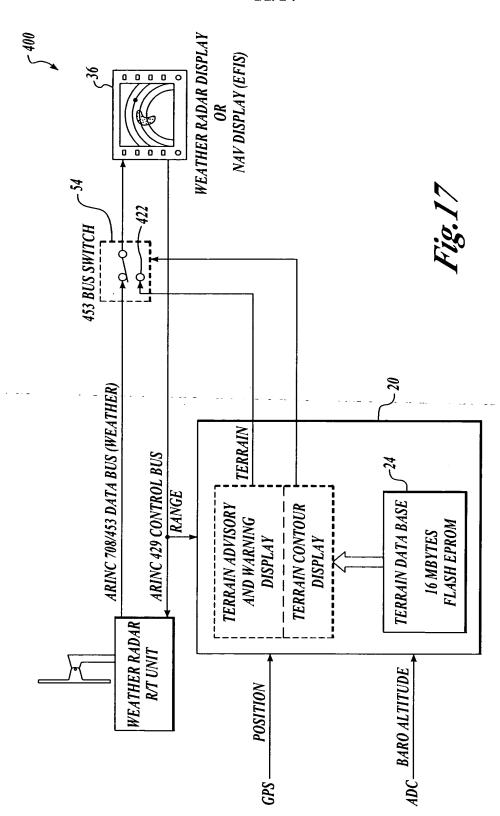
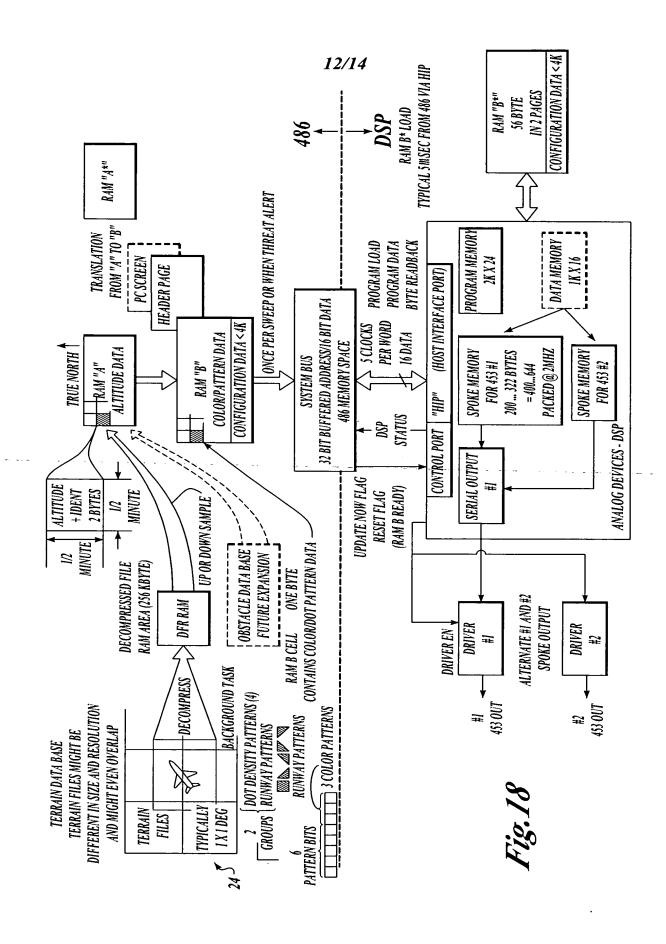


Fig. 12









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BACKGROUND TERRAIN DISPLAY - NORMAL APPROACH

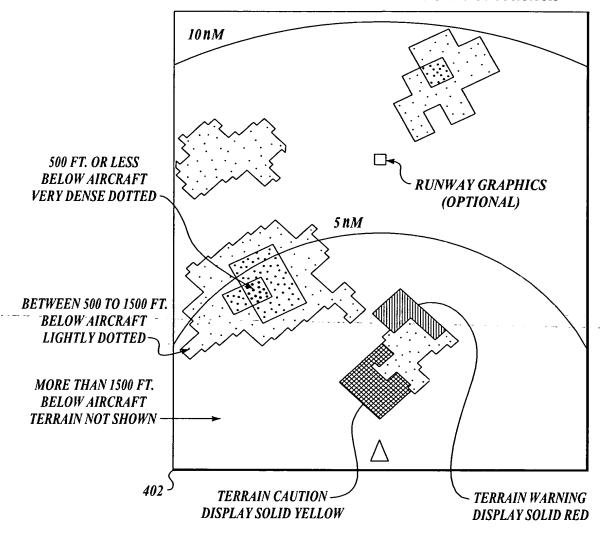


Fig.19



